



NTSB National Transportation Safety Board

*Office of Railroad, Pipeline &
Hazardous Materials Investigations*

Survival Factors

Emergency Response

Emergency Response Timeline

- 12:49 p.m. first call to DC 911
- 12:50 p.m. DC 911 informed Metro Police Dept.
- 12:54 p.m. fire department dispatched
- 12:58 p.m. responders began arriving
- 1:01 p.m. responders began search of train 105
- 1:02 p.m. incident command was established
- 1:04 p.m. responders confirmed train 105 empty

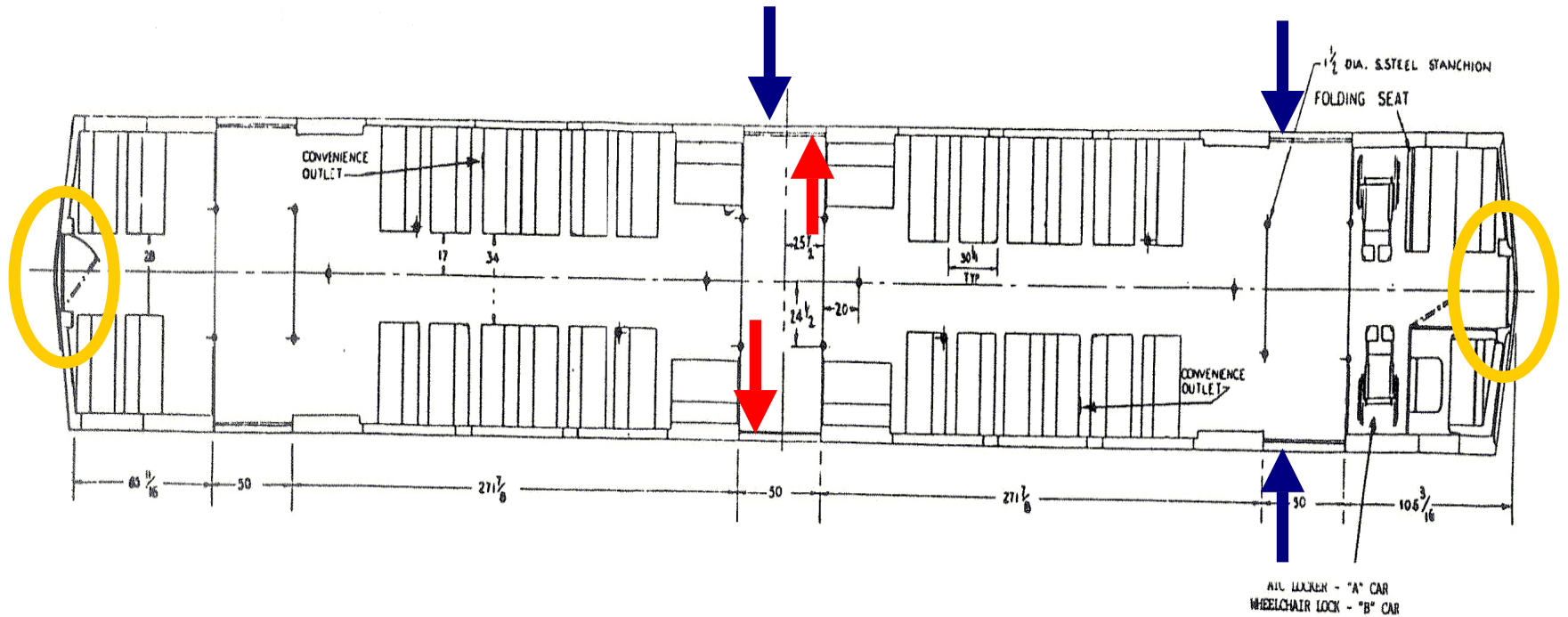
Emergency Response Timeline

- 1:22 p.m. responders began entry into the rear car of train 703
- 1:31 p.m. window removal kit is requested
- 1:53 p.m. responders report trying to use a window to gain entry into the car
- 2:10 p.m. confirmed that the car is empty
- 2:25 p.m. rescue operation was complete

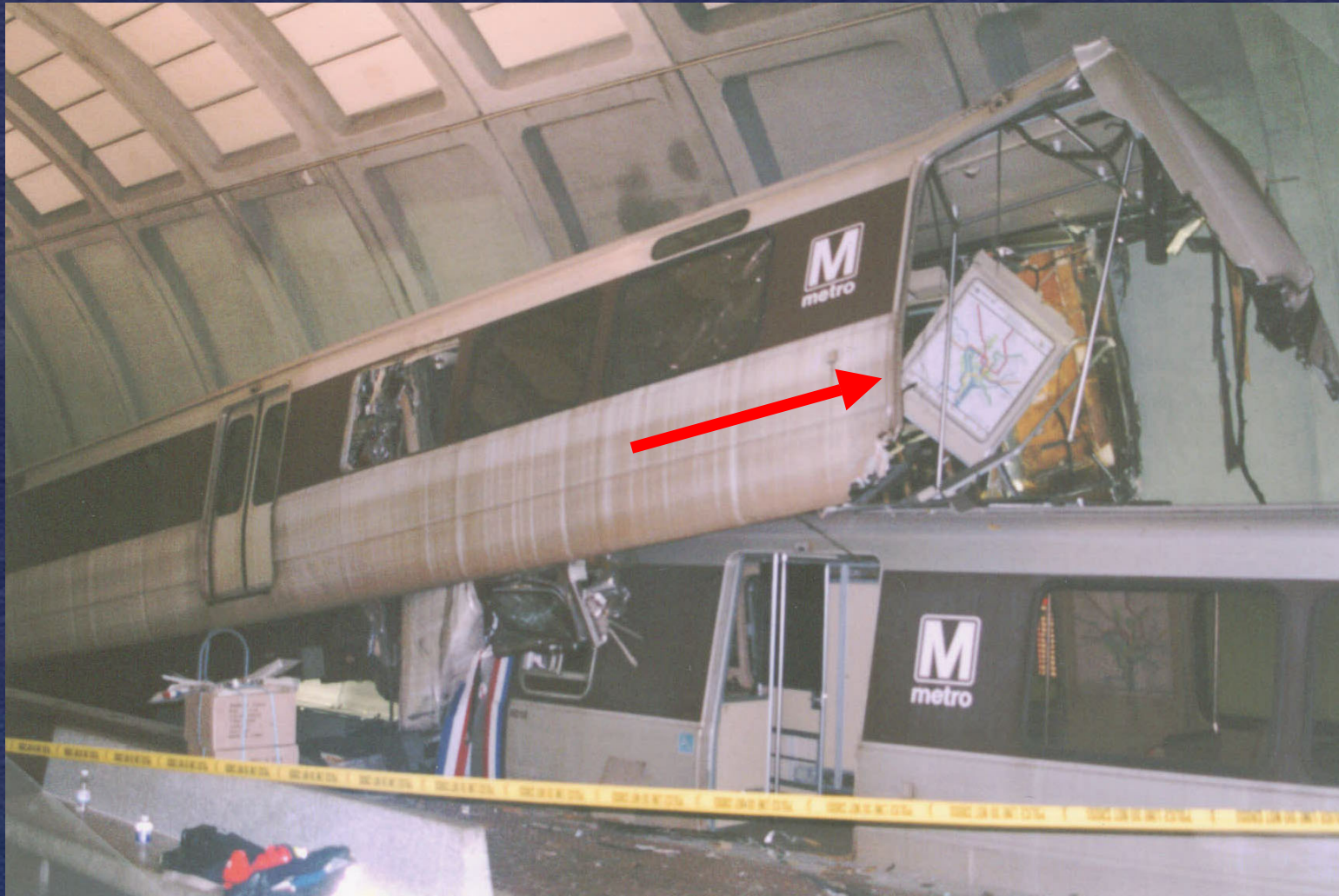
Conclusion

- The emergency response to the accident was well coordinated and effectively managed.

Access to WMATA trains



Access to train 703



NTSB



Conclusion

- Emergency access/egress points for the Washington Metropolitan Area Transit Authority's equipment do not provide adequate means for emergency responder entry or passenger evacuation.

Regulations

- Federal Railroad Administration requires a minimum of four window exits and two exterior doors.
- Federal Transit Administration has no minimum standard for emergency exits.



NTSB